THE ROUTE to INDIA

THROUGH

FRANCE, GERMANY, HUNGARY, TURKEY, NATOLIA, SYRIA,

AND THE

DESART of ARABIA,

DELINEATED IN A CLEAR CONCISE MANNER,

WITH THE

DISTANCES, TIME, MODE, and EXPENCE of TRAVELLING.

BY

CAPTAIN MATTHEW JENOUR,

On the Half-pay of his Majesty's 11th Regiment of Foot,

Late of the 102d.

LONDON:

Printed for the AUTHOR, and Sold by J. RIDGWAY, No. 1, York Street, St. James's Square.

M.DCC.XCI.

19

TO

SAMUEL MANESTY, Esq.

ENGLISH RESIDENT at BASSORA.

DEAR SIR,

FROM a thorough knowledge of your univerſal philanthrophy, and experience of your hoſpitality, I venture to addreſs theſe few pages, and have the vanity to flatter myſelf, they will, in ſome meaſure, repay the many obligations I am under, by affording you more frequent opportunities of indulging your benevolent diſpoſition.

I am, dear Sir,

With great eſteem,

Your obedient

Humble Servant,

M. JENOUR.

Auguſt 17, 1791.

As the following Publication is designed merely as a Guide to any future Traveller, it is hoped an unintereſted Reader will not be offended at the Diſappointment he may meet with in the Peruſal, from the deficiency of Language, Deſcription, and general Entertainment.

A CONCISE DESCRIPTION OF THE Route to India over Land.

THOUGH the Expedition with which an India Voyage is now performed, has made it leſs irkſome, and the accommodation and fare found on board thoſe fine ſhips, afford every poſſible Comfort, yet the ſameneſs ever attending a long Voyage, may induce many to prefer this Route. To thoſe, therefore, theſe few ſheets are addreſſed, with the view to render the Tract, if not as clear as any in Europe, at leaſt leſs intricate than it is at preſent, and can, from experience, aſſure them, they will not find it ſo expenſive, dangerous, or inconvenient, as it is generally thought; they muſt indeed form a reſolution to

diſregard trifles, and conform, in ſome meaſure, to the cuſtom of the different countries they paſs through; for the Turks and Arabs are civil people in their way, which, by indulging, and keeping gold from their ſight, you may paſs unmoleſted, and frequently meet with very hoſpitable treatment among them. In traverſing ſuch an extent of country, you muſt naturally experience a variety of climates; therefore, to guard againſt the extremes of either heat or cold, it will be moſt prudent to leave England at the proper ſeaſons of the year, which are the latter end of February, and the beginning of Auguſt. At the firſt period the ſeverity of the Winter will be over, and you will get acroſs the Deſart, before the intenſe heat ſets in; for in June, July, and Auguſt, the wind blowing conſtantly from the ſame point, over ſuch an immenſe tract of land, ſcorched by a nearly vertical Sun, renders it, though not totally impaſſable, extremely diſagreeable. At the ſecond period, Auguſt, the heat of the Summer will be abated, and you may reach Baſſora, before the Winter makes the Deſart wet and uncomfortable; at the ſame time

avoid

avoid the exceſs of cold you would otherwiſe meet with, in croſſing ſeveral mountains in Turkey and Natolia.

It will be neceſſary to have letters of credit to one or more of the capital places you paſs through; theſe will procure others, and ſo on to the end of the journey. In reſpect to the value and currency of the different coins, thoſe from whom you receive them will beſt inform you. As a precaution, it will not be amiſs to adviſe your throughout, by no means, or at leaſt to be very careful whom you hire as conductor, or in any ſervile capacity, who can or pretends to ſpeak any other language but his native one; for though the aſſertion may appear contracted and ſevere, it is but too certain they are in general a deſigning, artful ſet of people; the firſt to deceive and impoſe on you themſelves, and where it does not claſh with their own intereſt, to ſuffer others to do the ſame. They ſwarm in every capital and frontier town, and are continually on the watch to enſnare the unwary traveller.

The

The next ſtep towards rendering a great part of this tour comfortable will be, providing a ſtrong travelling carriage, as light as the nature of it will admit, with a coach-box, or ſomething to anſwer that purpoſe, it being requiſite in Germany. The leſs baggage you take the better, if you wiſh to proceed with pleaſure and expedition.

At Dover you have the choice of two routes to Vienna; one by way of Oſtend and Bruxelles, the other through France. If it is a matter of total indifference, the latter is to be recommended, for the ſake of variety, amuſement, and convenience. To ſay nothing of the metropolis, you will paſs through many other towns well worth the trouble of going a little about. As to the expence, it is much the ſame, which, to be thoroughly acquainted with, you ſhould purchaſe, on your arrival at Calais, the Etat General des Poſtes de France, publiſhed annually by authority: you will there find every information on that head. It may be obſerved, travelling poſt in France is

ſomething cheaper than in England; for with three horſes, including the poſtillion, it is about 10d. a mile, or 4s. 2d. the Poſt, which may be computed equal to five miles Engliſh. From Calais through Abbeville and Amiens to Paris, is 34 poſts; from Paris to Châalons ſur Marne, is 20 poſts; from thence to Nancy, 21 poſts; and from there to Straſbourg is 18, making in all from Calais, 93 poſts, 15 of which are a good day's journey. On this route you paſs through a fine country, good roads, and excellent accommodations in moſt of the principal towns, particularly thoſe above mentioned. By going from Calais through Arras, Laon, and Rheims, to Châalons, you will ſave 16 poſts, but loſe the pleaſure of ſeeing Paris.

Straſbourg is a large, populous, ſtrong place, ſituated on the borders of the Rhine; near it is a very long bridge, on croſſing which, you enter Germany, and proceed through Biſhoffheim, Stolhoffen, and Ratſtat, to Ulm, which is 15 German poſts and a half. A German poſt may be

reckoned, on an average, 10 Engliſh miles; the expence of travelling much the ſame as in France. From Ulm to Munich, through Augſbourg, a very handſome large town, is 9 poſts. Munich is a fine city, the capital of the Duchy, and the reſidence of the Elector; from here you proceed to Brenau, which is 8 poſts, and thence to Lintz on the Danube, is 7½ poſts; and from there to Vienna, through Ens and Poulten, is 12 poſts; the whole from Straſbourg amounting to 52 poſts; ſeven of which are eſteemed a good day's journey; the country affords a great variety, ſome parts delightfully pleaſant, others dreary; the ſame may be ſaid of the roads and accommodations, ſometimes good, and frequently rather indifferent.

Vienna, the capital of Auſtria, and the reſidence of the Emperor, is a ſtrong populous city, with extenſive ſuburbs, abounds with the luxuries as well as the neceſſaries of life, and in ſhort has every charm to make a traveller forget the fatigues of his journey, and wiſh to prolong his

ſtay. From Vienna you proceed through Hungary, by way of Eſſegg, Peterwardein, and the following places, to Semlin, viz.

From Vienna *	to Laxemburg, is	1 poſt
	to Wimpaſſing,	1
	to Gros Hœflein,	1
	to Edenburg,	1
	to Waraſdorf,	1
	to Guns, -	1
	to Stein am Anger,	1
	to Kormend,	1½
	to Szala Egerſzeg,	2
	to Hahot, -	1½
	to Gr. Kaniſcha,	1½
	to Iharos, - -	1
	to Brzeſnicza,	1
	to Babocza, -	1½

* From Vienna to Funfkirchen the country is pleaſant, the towns and roads ingeneral good, and the accommodations comfortable.

From

From Babocza to Iſtvandi, is	1½	poſt
to Gr. Zegith,	1	
to Lorinz,	1	
to Funfkirchen,*	1	
to Siclos, -	1½	
to Baranyavar,	1½	
to Eſſegg,† -	2	
to Wukovar,	2	
to Oppatovac,	1	
to Hloc -	1½	
to Szuczek,	1	
to Czerovitz,	1	
to Peterwardein,‡	2	
to Peeſka -	2	

* From Funfkirchen to Eſſegg is a bad road; it will therefore be neceſſary to leave the former place very early, to reach the latter before the gates are ſhut.—Eſſegg is a handſome large ſtrong town.

† From Eſſegg to Peterwardein the roads are very heavy, and the accommodations bad.

‡ Peterwardein is ſituated on the Danube, a very conſiderable place, and of great ſtrength.

From Peeſka to Banofoze, is		2
to Semlin,*	-	1½
Total from Vienna,		40½ poſts

Hungary is a rich country, abounding with wine, game, &c. in general flat, the roads in ſome places very heavy, and the accommodations but indifferent.—Your letters will introduce you to ſome Merchant at Semlin, with whom you may leave your carriage, and the uſeleſs part of your baggage; for you now proceed on horſeback: he will alſo procure a paſſport, and give you a letter to his correſpondent at Belgrade, or the Turkiſh frontier town (ſhould that place be ſtill in the hands of the Emperor). Semlin is but a ſmall place, ſituated on the conflux of the Danube and Save: there is a lazaretto; but the Emperor took off the quarantine in the year 1785. From hence you croſs, or rather go down the Danube, to Belgrade, which was a very large, ſtrong, populous place before the war; plenty ſeemed to reign, in ſpite of even Turkiſh

* The road from Peterwardein to Semlin is pleaſant and good, and the poſts well ſerved.

tyranny; the country about it is delightful. Here, or, as I obſerved before, at the frontier town you muſt engage a truſty janizary to conduct you to Conſtantinople, and make an agreement to give him ſo much for his trouble, poſt horſes, and every other individual expence on the road, that you may have no occaſion to carry money about you, and of courſe neither teaſed or impoſed upon. His demand for the whole may probably be between 3 and 400 piaſtres (between 30l. and 40l. ſterling.) Having properly ſettled this buſineſs, you will proceed with ſafety and pleaſure through the under-mentioned places to Conſtantinople; among which, Sophia and Adrianople are particularly worth your attention. For a farther ſatisfaction, I have noticed the time you are going from one village to another.

Villages.	Hours.
From Belgrade * to Bokzi, - -	4
to Jeargik, - -	2

* From Belgrade to Jeargik is a fine country, from thence to Parakini it is woody and very hilly; from there to Zari Bruit, a very pleaſant country; and from that to Jeni-kan, a beautiful and well cultivated plain.

From

	Villages.	Hours.
From Jeargik	to Colar, - -	5
	to Kaſan Paſhia Palanca,	6 poſt town
	to Batozina, - -	6
	to Deve Bairden, -	3
	to Jagodina, -	3 poſt town
	to Morova Kupri, -	2
	to Parakini, - -	2
	to Raſna - -	6 poſt town
	to Alexeniza, -	4
	to Niſſa, - -	6 poſt town
	to Ac Palanca, -	8
	to Saſchos, - -	4 poſt town
	to Zari Bruit, - -	4
	to Kalkali, - -	6
	to Sophia,* - -	6 poſt town

* Sophia is a very large town, ſituated in a fine plain. I had here an opportunity of ſeeing a body of their forces, to the amount of twelve thouſand; their appearance was irregular; their diſcipline, although very ſevere, exceeding bad; their accoutrements, dreſs, &c. very awkward; and, in ſhort, nothing but their impetuoſity and enthuſiaſm can render them any way formidable.

	Villages.	Hours.
From Sophia to	Jeni-kan,* - -	6
	to Vacarelli, - -	3
	to Iktiman, - -	2 poſt town
	to Capulu Dervent, -	2
	to Palanca, - -	3
	to Yenikoi,† - -	1
	to Buſuglia, - -	3
	to Paſargik, - -	3 poſt town
	to Filba, - -	6 poſt town
	to Papaſli, - -	6
	to Jeni Mahale, -	3
	to Chartack, - -	2
	to Coioli, - -	1½
	to Creuchiſmah, -	2
	to Semiſza, - -	1
	to Sonzova, - -	3
	to Carmanli, - -	6

* From Jeni-kan to Yenikoi is barren and very mountainous.

† From Yenikoi to Conſtantinople is a pleaſant, open, well cultivated country.

From

Villages.	Hours.
From Carmanli to Ebibza, - -	3 poſt town
to Muſtafa Paſha Palanca,	3
to Adrianople,* -	6 poſt town
to Kavſa, - -	5
to Kuleli, - -	2
to Baba Eſkiſi -	3
to Araba Burgaſi, -	4
to Cariſtiran, - -	4
to Ciorlo, - -	6
to Kinikli, - -	4
to Silivria, - -	4
to Pivados, - -	2
to Cum Burgas, -	2
to Ponte Grande, -	2
to Ponte Picolo, -	3
to Aivanſarai, - -	3
and to Conſtantinople,	

* Adrianople, the ſecond city in the Turkiſh dominions, is a large, rich, populous place; their Bazzars exhibit ſuch a ſcene of wealth and plenty, that is ſeldom or ever met with in the moſt flouriſhing inland town.

As to the accommodations on the road, they are entirely in the Turkiſh ſtile, a public room being appropriated for eating, ſmoaking, and ſleeping. For that purpoſe there are a number of mattreſſes, with pillows, ranged round, on which you ſit or lie at pleaſure, throwing off your boots or ſlippers, and upper garment. You have two or three meals a day, which, when ſerved in, every man approaches without the trouble of getting up, and after waſhing, puts his hand into the diſh, and applies it with ſuch velocity to his mouth, though ſcalding hot, that a ſtranger, not uſed to this method of bolting, would ſtand no chance, if ſome good-natured Turk did not perceive his diſtreſs, and kindly put ſome apart for him to eat at leiſure. One diſh finiſhed, another comes in, perhaps a ſucceſſion of four or five, to each of which they do ſuch honour, that it ſhould ſeem the common doctrine of air and exerciſe being neceſſary to create an appetite was an error; for ſcarce one of theſe excellent trencher-men are on their legs, or in the open air, two hours in the twenty-four throughout the year. The Grand Signior's

poſt

poſt horſes are not ſo good as thoſe in England, and yet not ſo bad as you might expect from their treatment, little food, leſs care, and great fatigue. After all, I make no doubt, the pleaſure you will receive at Conſtantinople, will amply compenſate for the trouble you have taken to reach the capital of the Ottoman Empire; for though Conſtantinople is more indebted to its ſituation than any interior beauty, the houſes being very indifferent, and the ſtreets narrow, yet the Moſques, Minerets, Baths, the Egyptian Obeliſk with hieroglyphical characters, which ſtands in the Hippodrum, and ſome other ancient curioſities, are worth attention. The Seraglio conſiſts of a number of confuſed irregular buildings, gradually aſcending from the water edge, covering a large ſpace of ground, and exhibits nothing, either remarkable or beautiful, to an exterior ſpectator. In the ſuburb Pera the foreign Ambaſſadors reſide, whoſe palaces are handſome. The quays are noble and commodious, and the excurſion on the Canal to the Black Sea affords ſome of the moſt delightful views it is poſſible to conceive, and perhaps unrivalled by any other on the globe.

When

When you are ready to proceed, you muſt agree with a Tartar to conduct you to Aleppo; one well recommended, and employed occaſionally by the Engliſh Conſul, is to be preferred; he will provide horſes and every thing elſe on the route, for which his demand may be about 500 piaſtres, or 50l. Be particularly careful that he does not, on any pretence, wait on the road, to take goods, or any thing elſe, under his eſcort; for in that caſe you are not only delayed by an additional number of horſes, but run a riſk of being attacked for their value. From Conſtantinople you croſs the Boſphorus (about a mile over) to Scutari, and commence your journey, accompanied by the Tartar, and conducted by a guide through Natolia, great part of which exhibits a melancholy proof of the horrid effects of tyranny on one part, and ſuperſtition and ignorance on the other; the country depopulated, the land uncultivated, the towns and villages few; and the inhabitants miſerably poor. You may travel whole days without meeting a ſoul, and when you do, they are armed in ſo formidable a manner, you

would conclude, they were apprehenſive of, or going to attack an enemy. Whether this is from cuſtom or neceſſity I cannot ſay, but ſhould rather think the former, not having ſeen or met with any thing to ſuppoſe the latter: indeed, a traveller going poſt, eſcorted by a Tartar, ſeldom or ever meets with any obſtruction or moleſtation, being conſidered immediately under the protection of the Sultan. From Conſtantinople, for the firſt three days, you have a pleaſant country and good roads, paſſing near the Bay of Nicomedia; you then gradually aſcend and croſs a range of very high mountains,* on deſcending from which, you have a level country for near two hundred miles, when you reach thoſe vaſt chain of mountains † which divide Natolia from Syria; theſe you proceed through by a winding paſs at their baſe, which takes twenty-four hours to perform. They are a great height, in ſome parts covered with verdure, in others, lofty trees grow on their ſlopes and ſummits: in many places they

* According to modern geography, a Mount Olympus forms one.

† Theſe are deſcribed under the name of Taurus.

are entirely barren, and their ſtupendous exuberances threaten momentary deſtruction to the paſs, by the ſharp turnings of which you are conſtantly varying the view of theſe immenſe rocks, whoſe appearance, together with the hollow noiſe of the wind, water-falls, and animals, have a wild, awful, and pleaſing effect. There is a hovel in the centre which affords ſome refreſhment: from the foot of theſe mountains to Adana is an agreeable ride of about twelve miles. This city is large and populous; but, like moſt other Turkiſh towns, the ſtreets are narrow, and the houſes mean. The accommodations throughout Natolia, are the ſame as in the other parts of Turkey already deſcribed, with this difference, that either their cooks or their food are not ſo good. The villages are ſmall, and at a conſiderable diſtance from each other, and the relays very irregular, ſometimes having the ſame horſe for fifty miles together. From Adana you have a pleaſant road of about 30 miles to the ſea ſhore (the Levant): here you embark on board a veſſel ſtationed to carry paſſengers from the Natolian to the Syrian coaſt. The diſ-

tance acroſs the Bay I cannot, with accuracy, aſcertain; but by the time we were on the paſſage, which was ſixteen hours, with a ſcanty wind, I ſhould judge it to be about twenty leagues. Where you land, there are only ſome buildings which ſerve for ſhelter, and ſtabling for horſes, and from whence to Antioch is about ten miles, by the ſide of the river Orontes. Antioch, that place ſo famous in hiſtory, is now nothing but a mere Turkiſh town; there are, indeed, ſome remains of the gates and walls, which denote it to have been a place of a very conſiderable extent. From Antioch to Aleppo is three days journey, over high hills, and through fruitful pleaſant vallies, the country but thinly inhabited, and the accommodations and fare as in Natolia.

Aleppo, the capital of Syria, is a rich populous city, has the moſt beautiful appearance of any town in the Turkiſh dominions, and though it ſtands on the edge of the Deſart, yet the gardens about it are delightfully pleaſant. Beſides a Conſul, here are a number of reſpectable Merchants, of

almoſt

almoſt every nation. From Conſtantinople to Aleppo is about ſix hundred miles, and generally performed by the Tartan Meſſengers from eleven to thirteen days; but to an European it is a journey of ſeventeen or eighteen, and may with juſtice, be ſaid, the moſt diſagreeable fatiguing part of the whole tour; on which account, ſhould you meet with a veſſel at Conſtantinople, bound direct for Alexandretta or Latichea, from either of which ports it is but three days journey to Aleppo, it might be the moſt preferable mode of getting there: indeed, I am ſenſible many may prefer embarking at Marſeilles, Venice, Leghorn, or ſome other port in Italy; but when the unavoidable delays occaſioned by waiting for a veſſel, contrary winds, calms, &c. are conſidered, where expedition is the object, the other route is certainly the beſt, particularly in coming from India, as the quarantine will be avoided, which in ſome places is forty days, and ſhould a ſlight illneſs attack you, perhaps obliged to perform double. From Aleppo you croſs the great Deſart to Baſſora, a tract of between ſeven and eight hundred miles: you may, indeed, ſhorten the diſ-

tance

tance by land, by going to Hilah,* which is between three and four hundred miles from Aleppo, and from thence by the Euphrates, whoſe current conſtantly running down to the Perſian Gulf, will convey you with expedition; on which account, the route by Hilah, in going to India, may be preferred. The reverſe will be the caſe in returning, and by no means adviſeable. Even in going, I ſhould prefer the direct route acroſs the Deſart, being leſs liable to interruption, delays, and impoſitions. As to the preparations for the journey, it depends on the manner you propoſe going, whether with expedition, eaſe, or at a moderate expence. To accompliſh the firſt method, you muſt engage four or ſix Arabs to conduct you to Baſſora, carry very little baggage, and as ſoon as you quit Aleppo, leave every thing to the management of the eſcort, they knowing what is moſt proper to be done, and the beſt track to purſue, which may at the time appear to you diametrically oppoſite to the true courſe. By following

* Hilah is near Bagdad, and ſituated on the Euphrates.

this advice, travelling twelve hours a day, and making no unneceſſary delay, you will reach Baſſora in twenty-three or twenty-four days. The Arab Meſſengers have traverſed it in fourteen; an amazing performance for both man and camel, conſidering the ſoil, climate, and other diſadvantages. As to the next mode, where eaſe is ſolely conſidered, it will be neceſſary to purchaſe mules and a Tartaravan, a machine calculated for travelling in the moſt luxurious ſtile, carried by two of thoſe animals. Tents, proviſions, wines, &c. will be requiſite, of courſe a number of camels to convey them; and this ſhow of wealth will demand a large eſcort (one hundred men at leaſt) to guard it. The expence of this method of croſſing the Deſart, will be very conſiderable indeed, and being ſo encumbered, it will be impoſſible to proceed with expedition. The third method, which is by far the cheapeſt and moſt common, is, with the caravan. A caravan is a number of Merchants, and other travellers, aſſembled together, ſome on horſeback, but moſtly on camels, to any number, eſcorted by a very ſtrong guard; the whole

under

under the direction of a Shaik or Chief. They proceed very ſlow, and are in general from ſixty to ſeventy days in getting acroſs. You may accompany them either on horſeback or in a mahoffer, a machine fixed on the ſide of a camel, in which you may either ſit or lay. The expence of this mode is wholly regulated by the luxuries you require, and the baggage you carry. It may be done for 20l. it has been done for leſs; but this, as I obſerved, is entirely at the option of the traveller. The only objections againſt this mode are, the length of time it takes, and the uncertainty of their departure.

In September, 1785, I croſſed the Deſart, eſcorted by ſix Arabs armed with match-locks, and mounted on camels, which we rode in the ſame ſtile a lady does a horſe. The motion, for the firſt day or two, is rather diſagreeable; but it ſoon wears off. Not to encumber ourſelves, we took as little proviſion as neceſſity would admit, conſiſting only of rice flour and dates, a few bottles of ſpirits, and water ſufficient for five days; as to the

baggage,

baggage, the whole ſeven's might have been contained in a common ſack. Tents we had none, and in reſpect to bed, a double counterpane anſwered that purpoſe, ſerving alſo for a ſaddle cloth. The camels grazed as they went, on a kind of graſs that grows on the Deſart, and though they had no other food, arrived in as good condition as they ſet out. We conſtantly commenced our day's journey before the ſun roſe. About noon we generally allowed ourſelves an hour for reſt and refreſhment, and never halted for the night till it was dark, to prevent any perſon who might be on the look-out diſcovering our ſituation, and thereby ſurprize us. With this precaution, and ranging the camels in a circle, within which we laid, we conſidered ourſelves ſo totally free from any danger, of either man or beaſt, that all hands went indiſcriminately to ſleep, and but once in the twenty-four nights were even alarmed, and that, we had afterwards every reaſon to ſuppoſe, was only the two Meſſengers from Aleppo; and if ſo, it was lucky for them they had paſſed before we were thoroughly awake,

as the eſcort immediately lighted their matches, and would moſt undoubtedly have fired on any object they ſaw, without the uſual ceremony of a previous challenge. Five hours after we left Baſſora, we halted near ſome huts on the banks of the river; the next day fell in with ſome ſtragglers belonging to Shaik Twinee, * who were very civil; the fourth, one of the eſcort, who was out reconnoitering (one or other being conſtantly on foot for that purpoſe) ſhot a fine buck; the ſixth day we paſſed an extenſive ſalt lake, which had the appearance of ſnow; we took up ſome flakes for uſe, but found it diſagreeably bitter, however, it anſwered the purpoſe; on the ninth, we caught a ſtray ſheep, and on the tenth day arrived at an Arab encampment of about three thouſand, the Shaik or Chief of which received us in a friendly manmer; and ſoon after our arrival we ſat down in company with him and ſeveral others, to a rich pelaw. The repaſt being over, we were preparing for our de-

* Shaik Twinee is a powerful chief of the Deſart, reſiding near Baſſora.

parture, when a diſpute aroſe concerning the uſual tribute paid by an European to the different Shaiks; at length moſt of the camp aſſembled, and after a very warm and long debate, it was reſolved we ſhould not proceed till we had paid it, for which, on their applying to me, I aſſured them I had no money; pointed to my baggage, telling them they might ſearch it, and take what they pleaſed; this they declined, but ſecured one of our camels, on which the eſcort promiſed in their own and my name to pay the demand to their Agent at Aleppo; with this they were ſatisfied, and immediately releaſed the camel. The debate was carried on with great violence, Shaik, Nobles, and Commons, at the ſame inſtant endeavouring to outvie one another in vociferation; the pitch of their voice none of the loweſt, never having been ſubject to modulate it to the confined compaſs of a room; this, however, did not daunt my able advocates, who defended the cauſe for near two hours in a no leſs vehement manner, not merely for the value of the demand, which was only about 3l. but to ſupport their firſt aſſertion of my being an Armenian, Geor-

gian,

gian, or ſome Turkiſh ſubject, and therefore not liable, as they thought, to the ſame tax; but this neither the Shaik or his tribe would give credit to, notwithſtanding my dreſs, beard, and whiſkers. After this affair was ſettled we were very good friends, and agreeable to their adopted opinion, that we are indiſcriminately ſkilled in phyſical knowledge, deſired I would viſit their ſick; I readily complied with their requeſt, though as utterly ignorant of medical cauſes and effects as they were, and therefore confined the preſcriptions to warm diluting broths to promote perſpiration, and to abſtain from their greaſy hot pelaws; this attention they took very kindly, redoubled their civility, and the next morning at day break, when we took our leave, one and all aſſembled to wiſh us a ſafe and pleaſant journey. Theſe tribes live on the Deſart with their families and flocks, wandering as convenience or inclination prompt them. This day, the 11th, we paſſed a round building in the form of an ancient tower, three days journey from Bagdat: the following afternoon we deſcried from a riſing ground a very ex-

tenſive encampment of Arabs, which proved to be Shaik Fardel's, one of the moſt powerful Chiefs of the deſart; this, on account of the delay it might have occaſioned or ſome other motive, it was thought moſt prudent by my conductors to avoid, we therefore halted till ſun ſet, and then proceeded with ſuch caution, that we paſſed within hearing of the noiſe of the camp without being diſcovered, and travelled all night to prevent being overtaken; the next day we fell in with a poor old ſhepherd and his ſon defended from the inclemency of the weather by a ſmall wretched hovel; this two of the eſcort entered, and plundered of its contents, which conſiſted only of a little flour, and two or three braſs pots; regardleſs of all my intreaties, remonſtrances, and marks of diſpleaſure. At ſome little diſtance we ſat down at the ſide of a well to dinner, when the venerable old man, accompanied by his child, ventured to approach within twenty yards of us, where, in the moſt mild and plaintive manner, he begged for his property. I again pleaded in his behalf, but all the anſwer I could get was, that had he been the ſtronger

party,

party, he would have ſerved us in the ſame manner. This reply ſtruck me ſo forcibly, recollecting, that although the ways and means might be different in more poliſhed States, yet ſimilar maxims too generally prevailed, and whether carried by gold, ſtratagem, or ſuperior force, the effect was literally the ſame; therefore, not thinking it in the power of an individual to ſtem the ſtrong current of Nature, I deſiſted from the attempt, he, likewiſe finding his ſupplications fruitleſs, was about to retire, when I gave him two handfuls of dates and rice, for which he was very thankful, and the Arabs very much diſpleaſed; this was the only time I had reaſon to be diſſatisfied with their conduct, except, indeed, their practice of bathing in the water before they filled the ſkins, at which I conſtantly expreſſed my diſguſt; but they made light of it, and ſeemed to think it a piece of over niceneſs and falſe delicacy on my part; in every other point they behaved extraordinary well. The 17th day one of the eſcort left us to make the beſt of his way to the tribe he belonged, which being near, and his camel having fell lame, I con-

 ſented

ſented to—the 18th deſcried a mountain at a great diſtance to the N. E. with a vulcano—the 19th we ſaw the mountains of Thibet—on the 22d day came in ſight of the Black Mountains—23d paſſed a large ſalt lake, and the mountain called Shaik Huſan, and on the 24th day from our departure from Baſſora, we arrived at Aleppo, when the hoſpitable reception I met with from the late Mr. Smith, the then Pro-Conſul, made me forget the fatigues of the Deſart before the concluſion of the day: the whole expence of croſſing which, including the tribute to the Shaiks, amounted to about ninety pounds. The Deſart has not that dreary appearance you would naturally ſuppoſe from its name, for though there are no trees of any height, yet the valleys and riſing grounds frequently preſent a variety of proſpects. It is in general covered with heath and a long-bearded graſs; and though great part of the ſoil is ſand, I have every reaſon to think thoſe diſmal accounts of its burying whole caravans are entirely fabulous, or, at leaſt, greatly exaggerated. Hares are found in great quantities, and ſo tame, we have ſhot ſeven in a day with ſingle balls;

balls; and though the drieſt ſeaſon, generally met with water every other, or at fartheſt third day.

Baſſora is ſituated on the Deſart, half a mile from the banks of the river which divide it from Perſia, and is nearly one hundred miles above the Perſian Gulph. It is a very conſiderable place of trade; governed by a Turk, and inhabited by Arabs, Armenians, Turks, and Jews; the Engliſh have a reſident and factory there, whoſe friendly, generous, hoſpitable doors are ever open to the weary traveller. From Baſſora down the Perſian Gulph to Muſkat in Arabia, you have frequent opportunities of a paſſage in country boats, which they perform in a few days. Muſkat is an ill-built town, conſiſting wholly of mud houſes, ſurrounded with immenſe high rocks ſo cloſe to the town, that the reflection from the ſun, together with the obtruſion of the wind, render it inſufferably hot. The people are handſome, brave, and perfectly free from any *mauvaiſe honte*. Their trade is chiefly in coffee, the growth of the country, and pearl taken in the gulph. From hence there are veſ-

ſels called Dinggees frequently ſailing for the different ports on the Malabar Coaſt; theſe Dinggees have no deck except juſt abaft, which covers the man at the helm, below which there is a place to put goods that might ſuffer materially by rain; the ſtern is much higher than any other part, and are altogether, moſt clumſy, inconvenient, unmanageable things. The captain and crew are chiefly Arabs, who know very little of navigation; but as the courſe is nearly due Eaſt and Weſt, they contrive to find their way from coaſt to coaſt in fifteen or ſixteen days; but having found theſe veſſels very diſagreeable, I would adviſe any perſon to wait at Baſſora, or if in India, at any of the ports there, for a paſſage in a veſſel commanded by an European, bound direct, by which means they will avoid thoſe difficulties and delays occaſioned by truſting to the chance of meeting with different ones. Upon an average the paſſage from Baſſora to Bombay may be reckoned about three weeks, though it chiefly depends on the time of year, the winds being in a great meaſure periodical; in June, and the three following months, you

are almoſt certain of a quick paſſage down the gulf: and November, December, January, and February are the beſt to leave India in; but where, as in this caſe, wind and water are the acting and ruling powers, it is impoſſible to aſcertain the time with a minute degree of preciſion. However, the whole tour may be performed in about three months and a half without any great exertion; the expence of which, travelling alone in a comfortable manner, will amount to near three hundred pounds; but if two or three are in company, it will, of courſe, be much more reaſonable, and, indeed, infinitely ſo to thoſe who chuſe to travel in the public diligences on the Continent, and take the common fare of a caravan, which, after all, to a perſon not preſſed for time, and above conſidering little inconveniencies, may be the moſt preferable.

Thus, I have endeavoured, in the cleareſt manner, to lay down the diſtances, the expences, and the mode of travelling throughout this extenſive tour; and if through miſtake or omiſſion, I have erred, I hope it will be

attributed to one or other of thoſe cauſes; not an intentional deſign or inclination to miſlead.

As the following Turkiſh words may be uſeful, I have inſerted them:

Boo yarin adee nedir - -	What is the name of this place?
Doorma boondar, or boonda calmayalum - -	Do not ſtay here
Soorelim - -	Let us go faſt
Soylemeck - -	To ſpeak
Iſterim - -	I will
Ghium - -	Day
Ghigie - -	Night
Soo - -	Water
Sharap - -	Wine
Ekmek - -	Bread
Ett - -	Meat
Coyoon Etty - -	Mutton
Sigheer Etty - -	Beef
Yumoortaa - -	Eggs
Tavook - -	Fowl

Sutt

Sutt - -	Milk
Pyrynch - -	Rice
Tooz - -	Salt
Beeber - -	Pepper
Chorbaa - -	Soup
Cainamiſh Ett - -	Boiled Meat
Kebaal - -	Roaſt
Sygiack - -	Warm
Sovook - -	Cold
Bagheer - -	Horſe
Eghier - -	Saddle
Nemzé - -	German
Enghilyz - -	Engliſh
Yaſſaakchy - -	Janizary
Eihee - -	Good
Fennaa - -	Bad
Chapook - -	Quick
Javaſh - -	Slow
Havaa Ghuzel -	Fine Weather
Havaa Fenna - -	Bad Weather
Menzylhana - -	Poſt Houſe

Saat - -	Hour
Cach - -	How much, many
Beer - -	One
Ekee - -	Two
Uch - -	Three
Dort - -	Four
Beſh - -	Five
Allty - -	Six
Yedee - -	Seven
Sekeez - -	Eight
Dokooz - -	Nine
Onn - -	Ten
Jeghirmy - -	Twenty
Otooz - -	Thirty
Kyrk - -	Forty
Elly - -	Fifty
Altmiſh - -	Sixty
Yetmiſh - -	Seventy
Sekſen - -	Eighty
Dokſan - -	Ninety
Yooz. - -	One Hundred.

THE END.

A

TRACK

ACROSS THE

PENINSULA OF INDIA.

THE rapid ſucceſs of the Britiſh Arms in India being ſuch as may render the communication acroſs the Peninſula, through the heart of Tippoo Saib's dominions, practicable, the names of the towns and villages from Condapore, on the Malabar, to Madraſs, on the Coromandel Coaſt, may not be totally uſeleſs or unacceptable. Condapore is a ſmall village on the Malabar Coaſt, about 100 leagues to the S. E. of Bombay, 26 leagues to

the N. W. of Mangalore,* and about 44 in the ſame direction from Cannanore; it is ſituated two miles from the ſea, on a fine river of the ſame name; the country is beautiful, and produces two crops of grain annually. It was taken by Brigadier General Mathews, and made the general rendezvous and repoſitory of ſtores for his army: from hence to Huſſan Ghurry is nearly 30 miles; this place is at the foot of the Ghauts, or mountains, which are of a prodigious height, and extend along the Coaſt; the paſs is very ſteep, and ſtrongly defended by art and nature. To give an idea of their height and aſcent, it is neceſſary to ſay, a perſon unincumbered, and not loitering, may, from this village, reach the ſummit in three hours, where there is a fort called Hyder Nagar; from hence to Bednore is about 8 miles. Bednore, the capital of the Province, and

* Mangalore, the ſtrongeſt of Tippoo's ſea ports, was taken by General Mathews, and will ever be memorable from the glorious defence it afterwards made under Lieutenant Colonel Campbell, who lived but a few weeks after the capitulation to wear the laurels he ſo gallantly won.

ſecond

ſecond town in Tippoo Sultan's dominions, was, when it ſurrendered to General Mathews, a very extenſive, rich, and, after the Eaſtern ſtile, elegant place; but when retaken, was greatly reduced by fire, and at the time we were releaſed from it, had a moſt deſolate appearance. From Bednore you paſs through ſeveral gates, flanked by lines of no ſtrength, to Anantapore, which is about 22 miles; this fort was ſtormed by Lieutenant Colonel Campbell, and though in itſelf inſignificant, has been rendered famous by the ſcandalous and falſe reports concerning the maſſacre of a number of women on the taking of it, which having been ſo authentically and fully refuted, needs no farther defence; this place was the extent of the General's conqueſt to the Eaſtward. From Anantapore to Coomſah is about 14 miles; this village is ſmall, and, like the reſt, has a fort near it. From hence to Seemogah, ſituated on the Toombuddra, is 12 miles; this country is exceeding pleaſant, and proviſions plenty.

From

		Miles.
From Seemoca to Bancapour	is	8
Tereekarah	-	10
Veerour	-	9
Couroor	-	5
Bannavarah	-	12
Terrighurrah	-	38
Coloore	-	15
Dubbore	-	17
Shavey Gongah	-	14
Nale Wangle	-	12
Elli Vangah*	-	15
Ouſtcotta	-	16
Colar†	-	21
Sadpour	-	11
Ancattighurry	-	22

* This village is about 9 miles from Bangulore.

† Here is the Mauſoleum of the Kings of Myſore, and where the uſurper Hyder Ally choſe to have his remains depoſited.

	Miles.
From Ancattighurry to Currypanattam* is	11
Down the paſs to Satghurr, in the Carnatic, -	10
To Goreeattom -	12
Banjeveram -	11
Vellore* -	9
Arcott† -	16
Corrypock -	9
Conjiveram § -	19
Tré Palmidore -	17

* This place gives name to the paſs, and is about two miles to the Weſtward, on the top of the Ghauts, which divide the Myſore from the Carnatic; theſe Ghauts are nothing like ſo high or ſo ſtrongly fortified as thoſe on the Malabar Coaſt.

* This fort is very ſtrong, and withſtood all the attacks of Hyder.

† Arcot, the capital of the Carnatic, was a fine city, but was taken laſt war by Hyder Ally, and ſhared the ſame deplorable fate of almoſt every other place that fell into his hands.

§ Near this place Colonel Bayley's detachment ſo nobly, though unſucceſfully, defended themſelves.

		Miles.
To Condatore	is	15
Madraſs	-	15
Total		455*

* As theſe miles were merely computed, it cannot be expected they are very exact.

THE END.

ERRATUM.

Page 15, line 3 in the note, for *very ſevere*, read *in ſome reſpects cruel.*

ERRATUM

Page 15 line 3 in the note, for every Line read Day afterwards